

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Latvian SSR)	REPORT	
SUBJECT	Port of Lepaya	DATE DISTR.	3 June 1953
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1. Without advance official notice, most of the installations in Lepaya commercial harbor were dismantled during the first half of 1952. The governing body for the harbor was disbanded, and even the hospital in the harbor area was razed. Several of the cranes were moved to Ventspils or Riga. The 50-ton crane, the Titan, was taken to Riga. The remaining cranes are now used only to raise fishing boats and coast guard boats out of the water for minor repairs. At present the cranes in the harbor are the following:

- a. Two 1-ton cranes on rails, at the southern quay of the city canal, east of the anchoring place for the coast guard boats.
- b. Two cranes with scoops, on rails at the coal port, east quay of the winter harbor.
- c. A 25-ton floating crane, the Hercules, with its own motive power. The crane is normally stationed in the canal to the naval harbor but does not belong to the shipyard. It is mounted on a pontoon equipped with two diesel-powered propellers.
- d. A 175-ton floating tripod-crane belongs to the naval shipyard, but is also used in other parts of the harbor area. The crane is moved by tugs. Its greatest reach is about 25 meters.

2. The central entrance to the harbor is open to traffic. At the entrance there are guard posts. The northern entrance is also open but not normally used, not even by naval vessels which used to go this way. Fishing boats are permitted to use the northern entrance in bad weather, but must notify the guard posts at the central entrance in such case. The southern entrance is closed off by means of a chain which is supported by a row of buoys. The central entrance was closed off in a similar manner during a part of the summer of 1952. There are no submarine nets at the harbor entrances.

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25 YEAR RE-REVIEW

537

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-2-

3. The canal to the naval shipyard was dredged in 1952, directly opposite the yard. Other parts of the harbor from the central entrance to the naval harbor entrance were also dredged at the same time. The city canal was last dredged during 1946-47. The depth in all parts of the harbor and the city canal is at least 7 or 8 meters. The depth in the canal of the naval shipyard is nine meters. In some places the depth is even greater.
4. The wreck of a sunken tug lies in the outer harbor, and is marked by green lights for part of the time. In addition, there is a wreck near the central entrance, south of the channel. A third wreck, which is partly above water, is north of the northern harbor entrance.
5. There have been no new lines or additions to the railway net in the harbor area. In recent years, however, the fish halls have had additions built on, and new storage space has been added. A building, which in outer appearance is like a mushroom, was put up in the summer of 1952 on the pier between the winter harbor and the free harbor. The work was done by naval personnel. "The mushroom" is 7-8 meters high. The base is of metal but the rest is of wood covered with paper. The building is surrounded by a concrete wall. Within the wall are buried some metal tanks which appear to be bigger than the ordinary 17-ton railroad tanks.
6. The bridge over the naval harbor is in good condition. It was strengthened and broadened in 1947. The Bridge of Commerce over the city canal was destroyed during the war, and received only scanty repairs from the Germans. It has not since been put into condition. The bridge cannot be used by two streetcars at the same time. Even under the weight of one, the bridge sways noticeably. The emergency bridge built by the Germans east of the Bridge of Commerce cannot be used by trucks or passenger cars. Only motorcycles and horse traffic is permitted. Still, it is reported that it can carry 20 tons. The railroad bridge east of the emergency bridge is used by trains. It has not been painted or repaired since the end of the war. The first bridge support, figuring from the south, is still mined.

Comment. The 175-ton crane is probably a misprint; it is probably a 17.5 ton crane.

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